

# Hongkong Daily Press.

ESTABLISHED 1857.

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THE DAILY PRESS' OFFICE

All posts, news, and all work

especially English. All work

equal and generally superior to that

done anywhere else. Estimates given.

PRINTING OF ALL KINDS at the most moderate prices.

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No. 11,976.

六十七年九月廿四日

HONGKONG, FRIDAY, JULY 3RD, 1896.

五月

三月七日六十九百八千英里

PRICE \$24 PER MONTH.

## NOTICE.

Communications regarding Advertisements, Subscriptions, Prizing, Binding, &c., should be addressed to the DAILY PRESS, and special business matters to THE MANAGER.

Advertisers and Subscribers which are not

entitled for a first post will be charged until

counteracted.

For a copy of this Paper should be

sent to the Manager, on day of publication. After that

hour the copy is liable.

Only regular for Cash.

Telegraphic Address: "Press, A. & C. Co."

P. O. Box 2.

Telephone No. 2.

## NEW ADVERTISEMENTS.

### NOTICE.

M. R. ERNST ALBERT BISCHOFF has This Day been Authorized to SIGN our FIRM in HONGKONG for presentation.

CARLOWTH & CO.

Hongkong, 2nd July, 1896. (1536)

THE WANCHAI WAREHOUSE AND STORE CO., LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above COMPANY will be held at the Office of the Company, No. 5, Queen's Road, Central, Hongkong, on the 10th day of JULY, 1896, at 12 o'clock, noon, for the purpose of considering and if thought fit approving of the terms of a proposed Lease from the above COMPANY to the HONGKONG AND KOWLOON WHARF AND GARDEN COMPANY, LIMITED, of Marina Lot No. 21, and the proposed Lease of the Marina to the WANCHAI and LAM LEE LTD., Nos. 139, 140, 141, 142, 143, 144, and 145, for Ten Years upon terms and conditions which can be ascertained by inquiry from the undersigned.

MEYER & CO.,

General Managers.

Hongkong, 2nd July, 1896. (1537)

BRITISH BARQUE "GLEN CALADH."

HONGKONG TO CALLAO.

NOTICE TO SHIPPERS.

THIS Vessel having been on fire and the bulk of the cargo has been badly damaged by fire and/or water, the Goods are being surveyed and will be SOLD by PUBLIC AUCTION for Account of the Concerned.

Shippers are requested to send in copies of all their invoices to the undersigned in order to facilitate the adjustment of the General Average.

GILMAN & CO.,

Agents for Captain British Barque

"GLEN CALADH."

Hongkong, 3rd July, 1896. (1538)

PUBLIC AUCTION.

THE Undersigned has received Instructions from Messrs. GILMAN & CO., Agents for Captain LAMONT, of the British Barque "GLEN CALADH,"

"To So by

PUBLIC AUCTION

at the HONGKONG AND KOWLOON CO'S WHARF, GARDEN, THE CALENDAR, BRITISH BARK "GLEN CALADH,"

consisting of

TEA, RICE, MAITLING, PEPPER, TOBACCO, FINE CRACKERS, CROCKERY, PAPERWARE, MEDICINE, SAMSHOO, SILK CLOTHING, &c., &c., &c.,

all more or less damaged by fire and water.

Comments:—

TO-DAY.

(FRIDAY), the 3rd July, 1896,

and following days (SUNDAYS excepted),

at 11.30 a.m. each day.

TERMS OF SALE—Cash on delivery and immediate delivery to be taken.

GEO. P. LAMMERT,

Administrator.

Hongkong, 3rd July, 1896. (1539)

WINDING UP OF BUSINESS.

THE Undersigned has received Instructions from Messrs. ERICO & CO.

To So by

PUBLIC ACTION

ON

TUESDAY, the 7th JULY, 1896,

at 1.30 P.M.

at his SALES ROOMS, QUEEN'S ROAD,

A LARGE STOCK OF

WINES AND LIQUORIS

(all in Excellent Condition),

Comprising:

BORDEAUX.—

Chateau Margaux.

Latour.

Leroux.

Duplessis.

Rauzan.

Tour de Lestage.

WHITE WINE—

Chateau Ygnan Leur Sauvages, 1885.

REIMS.—FINE CHAMPAGNE.

Sparkling Mousse.

Hockwiler Ham Deckenay.

Armandauer.

Marcobrane.

LIQUEURS—

Crema de The, de Rose, de Cacao, Apricot, Brandy, Peach Brandy, Muscatine, and Curacao.

LOCHFORD, WHISKY.

ROBISON, SANDERSON WHISKY.

Catalogues will be issued.

The whole to be Viewed on MONDAY, the 6th instant.

TERMS OF SALE—As Customary.

J. M. ARMSTRONG,

Administrator.

Hongkong, 3rd July, 1896. (1540)

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's day.

WINDING UP OF BUSINESS.

WE beg to inform our Patrons and the General Public that all Goods will be sold at

## NOTICE.

NEW ADVERTISEMENTS.

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Steamship

"MEMNON."

Captain B. Branch, will be despatched as above

on TUESDAY, the 7th inst., at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWINE,

Agents.

Hongkong, 3rd July, 1896. (1542)

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## INTIMATIONS

NOW READY.

THE CHRONICLE AND DIRECTORY  
FOR CHINA, JAPAN, STRAITS, &c., &c.,  
1896,  
With which is incorporated  
THE CHINA DIRECTORY.

THIRTY-FOURTH ANNUAL EDITION,  
and with much detail, to show an advance  
and receding years both in fulness and accuracy  
of information.

The DIRECTORY covers the whole of the  
ports and cities of the Far East, from Peking to  
Vladivostok, in which Europeans reside.

A. S. WATSON & CO., LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED  
WATERS.

OUR AERATED WATER FACTORY is fitted  
with the best English Machinery, embodying  
the latest improvements in the trade.

The Purest Ingredients only are used, and  
the sturdiest Care and Cleanliness exercised in  
the Manufacture throughout.

The Water is proved by repeated  
Analyses to be Absolutely Pure.

For COAST PORTS. Waters are packed and  
placed on board ship at Hongkong prices, and  
the full amount allowed for Packages and  
Empties when received in good order.

Counterfeit Order Books supplied on application.

Our Registered Telegraphic Address is  
"DISPENSARY, HONGKONG." And all signed messages addressed thus will  
receive prompt attention.

The following is a List of Waters always  
kept ready in Stock:

PURE AERATED WATER  
SODA WATER

LEMONADE  
POTASH WATER

SELTZER WATER  
LITHIA WATER

SARSPARILLA WATER  
TONIC WATER

GINGER ALE  
GINGERADE

No Credit given for Bottles that look dirty  
or greasy, or that appear to have been used for  
any other purpose, than that of containing  
Aerated Waters, as such Bottles are never used  
again by us.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 26th May, 1896.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns  
should be addressed to THE EDITOR.

Correspondents must for their convenience and address  
their communications addressed to the EDITOR, not  
for publication, but as evidence of good faith.

All letters for publication should be written on one  
side of the paper only.

No anonymous or signed communications which have  
already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be  
sent before 11 a.m. on day of publication. After that  
hour the supply is limited. Only Supplied for Cash.

Telegraphic Address PHONES—A.B.C. Code.

P.O. Box. 20. Telephone No. 12.

The Daily Press.

HONGKONG, JULY 3rd, 1896.

A most shameful fraud is disclosed in an  
engravingly frank manner by the Indo-  
China Francaise, the writer apparently being  
quite unconscious of any sense of wrong  
in the matter. Our contemporary has been  
publishing a series of articles on the cotton  
industry in Indo-China, and in the course  
of the argument, the preference of the  
native for well known cloths is referred to.  
"It is necessary," says the writer, "to  
support the mills established in Tonkin  
in order that our nationals may be able to  
compete advantageously with foreign  
goods, the sale of which is so con-  
siderable in all the markets in our  
possession. We recollect trials made by  
some of our compatriots to sell to the  
Annamites cotton yarn of French origin.  
The natives recognised the superiority of  
the French thread, but even at the same  
price they would not buy it. They were  
accustomed to use English cotton of so  
many hanks to the kilogramme and with  
a certain mark on the package and they  
would have no other. They were shown  
that the French thread was whiter, more  
solid, that the weight of the packages was  
the same. They looked only at the mark  
and asked for English yarn No. 20,  
30, or 40. This spirit of routine amongst  
them had so little reason that one of our  
friends having several bales of French  
yarn in his godowns and being unable  
to get rid of them except by buying  
English labels, removing the French ones,  
and affixing the English ones, did so, and  
the goods were then eagerly sought after."

We should not like to suppose that frauds  
of this kind were common amongst our  
French neighbours, nor is it very likely,  
for the Frenchman's difficulty is that  
he is unable to produce goods to compete  
in price with those of other countries,  
and there is no advantage to be  
gained by affixing fraudulent marks to  
goods which cannot be sold for the same  
price as the goods to which the mark  
properly belongs. Nevertheless, the circum-  
stance reminds us of the fact that British  
interests in Tonkin are entirely un-  
represented and unprotected, although the import  
trade consists very largely of British goods.  
There are in British merchants in the  
country, and no British Consul is maintained  
there. A Consul would certainly have  
little regular consular work to do, with none  
of his nationals, to claim his attention and  
very rarely the entry of a British ship to  
take note of, but as a gatherer of commercial

information such an officer might render  
valuable service and might perhaps even  
pave the way for the establishment of  
British firms. At all events he would be  
able to keep merchants and manufacturers  
informed of the progress of the country, its  
requirements, the treatment accorded to  
British goods, and any abuses that might  
spring up and call for redress.

The young Crown Prince of Siam is a boy  
who will probably make his mark later on. In  
addition to diverse Asiatic tongues, he is already  
a master of three European languages, he writes  
English fluently and has contributed a short  
story to a magazine. He is in Siam well known  
as a promising young author.—T.T.B.

In the communication addressed by the  
Chinkiang Chamber of Commerce to Mr.  
BRYAN BRENNAN upon matters affecting  
British trade in China there is one recent  
recommendation made the wisdom of which is  
we think, doubtful. The recommendation  
is that "similar Consuls should be permitted,  
when possible, to remain in their posts  
undisturbed, as thus they can acquire a  
practical and intimate knowledge of local  
trade and the advancement of British  
interests to be promoted." Other things  
being equal, we should say British interests  
would be more likely to be promoted by a  
Consul who had experience of the trade of  
other ports as well as that at which he may  
happen to be stationed. It is necessary to understand  
the objections of a port to the removal of a  
large commercial corporation of that  
country. Notwithstanding the care with which  
the Consul has identified himself with the  
interests of the community and has served  
them energetically and well, but  
recognised that there are advantages in  
giving our Consuls diversified experience  
and by periodic changes preventing their  
getting into a rut. In the Colonial Service  
a Governor's term of office is six years, but  
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large commercial corporation of that  
country. Notwithstanding the care with which  
the Consul has identified himself with the  
interests of the community and has served  
them energetically and well, but  
recognised that there are advantages in  
giving our Consuls diversified experience  
and by periodic changes preventing their  
getting into a rut. In the Colonial Service  
a Governor's term of office is six years, but  
perhaps that can hardly be cited as an  
example in point, as the arrangement is  
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in the East, that we had attempted nothing towards the conversion of the natives, when not only the Papists but even the Hollanders had laboured therein. Robert Boyle was so impressed by what Dr. Falton said that he immediately abandoned it, and turned towards a mission, while Dr. Burnet (afterwards Bishop of Salisbury) took occasion to report what had passed to Sir Josiah Child, Governor of the East India Company, who was much affected by it. The Committee of the Company afterwards called Dr. Burnet to a meeting and informed him that the idea of a "Cholera" Mission had been received with great alarm by the Company, and that a sub-committee had been formed to draw up a mission scheme and raise a fund to put it into effect. How far this unexpected affair may proceed, Dr. Falton writes to the Archbishop, and how far it is to be managed and advanced, your Grace will best judge. The whole thing being out of the question, I do not think it would look like meddling and blemishes in the concerns of others." It evidently did not look like "meddling" for the movement soon spread. Dr. Falton himself presented to the University a set of Arabic types in order that the Bible might be published in the Eastern tongues, and subsequently a Malayman translation of the Gospels and Epistles was made from the Oxford press. Under Dr. Falton's influence, Boyle, who in 1677 commanded to the East India Company a plan for the propagation of the Gospel in the East Indies, Burnet had, as we have seen, entered very heartily into the project, as indeed he did into every philanthropic movement; but he was but ill-rewarded for his trouble, for Charles II. would not let off a cent of alms on the ground that he was "too poor." The East India Company, however, the working out of the scheme to a sub-committee with the Earl of Barksby as President, a permanent subscription list was opened, and in 1682 the company formally embarked in "that pious design for propagating the Christian religion in the East Indies." The Earl of Barksby, the Father in God, John Lord Bishop of Oxford, four years later John, Lord Bishop of Oxford, the master spirit of the movement, most unfortunately died. Seven years after this the charter of the Company lapsed and the new Company was not incorporated until 1688. While all this was slowly working out in England, the Company was having difficulties with its charter, and the difficulties of affairs in this country made it clear enough to the Board at home that the proposed work of evangelisation could only be carried on by their own chaplains, and on account of the enormous amount of sickness and mortality these were finding more than enough work to do among their own countrymen. Other chaplains, who had been sent out, had been granted to them to trade on their own account, and to stir up a large amount of jealousy among their fellow-servants in the Company, and one of any who had earned the ill-reputation of being on too intimate terms with the "Interlopers" whom the Company was constantly at war. Just when matters in these respects had reached their worst, namely in 1693, the Muslim General Dyer, the English, were sent to the Indian coast, and that Bishop Falton's movement had resulted in the despatch "all over the East Indies" of a Malayman version of the Gospel, which, of course, might almost as well have been a Chetwai version, since Maley was practically unknown in the Indian continent. In 1695 another effort was made, taking this time the form of a Foreign version of the Life and Death of Jesus of David. But neither the old Company, nor the new Company, nor even the united Company which was created later, found it possible to establish a missionary agency at a period when the English in India were struggling for existence; and so it fell out that the first to set to work on Indian soil were the Lutherans, who came from Denmark. In the Danish State of Travancore the Danes owned a little strip of land five miles long by three in breadth, and here the Lutherans began their experiment. Their leader was soon afterwards imprisoned by the Danish Governor of the place, and the rest hardly seem to have been hard put to it again till the English came to their aid. In 1703 Dyer carried the first Baptist mission into India, and started them in the Danish settlement of Serampore, and thus the real evangelistic era was begun. "Times of India."

## SHIPPING REPORTS.

The Japanese steamer *Ariake*, from Kutsuketsu 26th June, had fine weather and light breeze throughout.

The British steamer *Cathie*, from Foochow 26th June, had moderate southerly wind and fine weather throughout.

The British steamer *Phra Chom Kao*, from Bangkok 26th June, had fresh N.W. winds and continuous rain in the Gulf of Siam to Pulo Condore; thence light S.S.E. winds and fine cloudy weather to arrival.

The British steamer *Thales*, from Taiwan, Amoy 30th June, and Sixtow 1st July, had calm weather and showery to Sixtow. From Sixtow light breeze S.S.W., fine weather to port. In Amoy—Strs. Siam, Werchow, and Chinsaw—Strs. Yikang, Pading, Hongkow, Neuchuan, and Kiangpak.

AMERICAN SYSTEM  
OF ENTISTRY.

AT  
62, QUEEN'S ROAD CENTRAL,  
CHADWICK KEW,  
(LATE OF POETS & NOBLES).  
Hongkong, 6th March, 1891. [145]

## JUST RECEIVED.

NEW SEASIDE'S  
WOOD'S COLONIAL AUSTRALIAN  
LILIAN BUTTERER  
IN FIND CONDITION.  
Also  
WOOD'S COLONIAL DAIRY CHEESE  
GEO. P. LAMMERT,  
Sale Agent.  
Hongkong, 24th January, 1891. [147]

PORTRLAND CEMENT  
J. B. W. WHITE & BROS.  
SOLE AGENTS FOR CHINA,  
HOLLIDAY, WISE & CO.  
Hongkong, 11th April, 1891. [148]

HONGKONG  
W. ROBINSON & CO.  
150 PIANOS FOR  
HIRE OR MONTHLY  
PAYMENTS.

PIANOS REPAIRED  
EQUAL TO NEW—  
WORK WARRANTED.  
TUNING BY  
EXPERIENCED MEN ONLY.  
SECOND HAND  
PIANOS CHEAP.



## Apollinaris

"More wholesome than any aerated water which Art can supply."

THE TIMES.

SOLE AGENTS:  
CARLOWITZ & CO.

HONGKONG, CANTON, SHANGHAI, TIENSIN AND HANKOW

## BANKS.

THE MERCANTILE BANK OF INDIA,  
LIMITED.

AUTHORIZED CAPITAL.....\$1,500,000

SUBSCRIBED.....\$1,125,000

PAID UP.....\$832,000

BANKERS:  
LONDON JOINT STOCK BANK, LIMITED.

INTEREST Allowed on Current Accounts at the rate of 3% per annum on the Daily balance.

On New FIXED DEPOSITS—

For 12 months.....6%

6.....3%

3.....2%

2.....1%

J. W. R. TAYLOR,  
Manager, Hongkong.  
Hongkong, 6th May, 1891. [16]

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rate

may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED

DEPOSITS at 4% PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
T. JACKSON,  
Chief Manager,  
Hongkong, 1st August, 1891. [13]

THE CHARTERED BANK OF INDIA,  
AUSTRALIA, AND CHINA.  
INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE, LONDON.

CAPITAL PAID-UP.....\$290,000

RESERVE LIABILITY OF SHARE-  
HOLDERS.....\$290,000

RESERVE FUND.....\$250,000

INTEREST allowed on Current Account at the rate of 3% per annum on the Daily balance.

On Fixed Deposits for 12 months.....4% per cent.

6.....3%

3.....2%

T. H. WHITEHEAD,  
Manager, Hongkong.  
Hongkong, 16th September, 1891. [16]

HONGKONG & SHANGHAI BANK-  
ING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000

RESERVE FUND.....\$5,750,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:  
M. MCNAUL, Esq.—Chairman.  
Sir C. M. COOPER, Esq.—Deputy Chairman.  
Hon. J. J. Balfour, Esq.  
G. R. Dodwell, Esq.  
D. R. Scott, Esq.  
R. Shevan, Esq.  
R. M. Gray, Esq.  
Chief Manager,  
Hongkong, T. JACKSON, Esq.—  
MANAGER,  
Shanghai—J. P. WADE GARDNER, Esq.—  
LONDON BANKERS—LONDON & COUNTY BANK-  
ING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2% per cent. per annum.

On Fixed Deposits.

For 3 months.....2% per cent. per annum.

For 6 months.....3% per cent. per annum.

For 12 months.....4% per cent. per annum.

T. JACKSON,  
Chief Manager,  
Hongkong, 1st February, 1891. [12]

THE NATIONAL BANK OF CHINA  
LIMITED.

AUTHORIZED CAPITAL.....\$1,000,000.

SUBSCRIBED.....\$500,000

HEAD OFFICE—HONGKONG.

COURT OF DIRECTORS:  
H. SHULBERTON, Esq.—Chairman.  
Hon. J. K. Balfour, Esq.  
T. K. Kinnaird, Esq.  
G. R. Dodwell, Esq.  
D. R. Scott, Esq.  
R. Shevan, Esq.  
R. M. Gray, Esq.  
Chief Manager,  
Hongkong, T. JACKSON, Esq.—  
MANAGER,  
Shanghai—J. P. WADE GARDNER, Esq.—  
LONDON BANKERS—LONDON & COUNTY BANK-  
ING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2% per cent. per annum.

On Fixed Deposits.

For 3 months.....2% per cent. per annum.

For 6 months.....3% per cent. per annum.

For 12 months.....4% per cent. per annum.

T. JACKSON,  
Chief Manager,  
Hongkong, 1st February, 1891. [12]

THE NATIONAL BANK OF CHINA  
LIMITED.

PAID-UP CAPITAL.....\$1,000,000.

SUBSCRIBED.....\$500,000

HEAD OFFICE—HONGKONG.

PRICE \$0.60 PER DOZEN.

NET

SPECIAL BLEND "WHISKY."

Blend of Selected

Distillations of the

Finest Scotch Whiskies

Apply to SIEMSEN & CO., Hongkong.

W. ROBINSON & CO.

HONGKONG, 29th May, 1891. [10]

CUTLER, PALMER & CO'S.

PRICE \$0.60 PER DOZEN.

NET

SPECIAL BLEND "WHISKY."

Blend of Selected

Distillations of the

Finest Scotch Whiskies

Apply to SIEMSEN & CO., Hongkong.

W. ROBINSON & CO.

HONGKONG, 9th October, 1891. [140]

CAL. FLAG W.

J. W. KEE & CO.

STEAM WATER BOAT COMPANY.

Hongkong, 29th June, 1891. [141]

HONGKONG

W. ROBINSON & CO.

SINGAPORE

POPULAR AND CHICAGO MODELS

\$300, \$350—\$385.

5 & 6 OCT. PIANOS

\$175—\$225.

ALL GUARANTEED

FOR CLIMATE.

ILLUSTRATED CATALOGUES FREE.

MUSIC, STEINERS, AND

MUSICAL INSTRUMENTS

KELLY & WALSH, LTD.

HONGKONG, 18th June, 1891. [142]

W. BREWER & CO.

SINGAPORE

THE GREAT WAR IN ENGLAND, 1897.—W. C. QUAY.

THE GREAT WAR IN 1897.—

MORE ABOUT THE MONGOLS.—GILBERT.

ON SHORT LEAVES TO JAPAN.—YOUNG-HUSBAND.

STRANGER'S HANDBOOK TO THE JAPANESE LANGUAGE.

LAURENT.—LAROUSSE.

LEON.—LAROUSSE.

EDWARD.—LAROUSSE.

## VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD.

THE Company's Steamship

"TREUSSEN"  
Captain P. Wettin, will load for SHANGHAI from No. 1, Kowloon Dock, TO-DAY (FRI-DAY), at 8 A.M., instead of as previously advised.  
The Company's steam-launch will leave New Pudding's Wharf THIS MORNING, at 7.45.  
For Freight or Passage, apply to  
MELCHERS & CO., Agents.

Hongkong, 2nd July, 1896. [1487]

NAVIGAZIONE GENERALE ITALIANA (FLORIO &amp; RUBATTINO UNITED COMPANIES)

STEAM FOR  
SINGAPORE, PENANG, AND  
BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN, and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICA CAN PORTS up to CALLAO.

THE Steamship  
"LETIMBEO"  
Captain Böhlke, will be despatched as above TO-DAY, the 3rd July, at NOON.

All the Steamers are discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ &amp; CO., Agents.

Hongkong, 27th June, 1896. [1488]

FOR SINGAPORE, PENANG, AND  
CALCUTTA.

THE Steamship

"CATHERINE APCAR,"  
Captain J. G. Oliffent, will be despatched for the above port TO-MORROW, the 4th July, at 3 P.M.

For Freight or Passage, apply to

DAVID SASOON SONS &amp; CO., Agents.

Hongkong, 30th June, 1896. [1489]

FOR SHANGHAI.

THE Steamship

"NANYANG,"  
Captain F. W. Schulz, will be despatched for the above port TO-MORROW, the 4th inst., at 4 P.M.

For Freight or Passage, apply to

SHEMSEN &amp; CO., Agents.

Hongkong, 1st July, 1896. [1490]

NIPPON YUSEN KAISHA.

FOR SINGAPORE, COLOMBO, AND  
BOMBAY.

THE Steamship

"HIROSHIMA MARU,"  
Captain Ando, will be despatched for the above ports TO-MORROW, the 4th July, at 3 P.M.

For Freight, apply to

NIPPON YUSEN KAISHA.

Hongkong, 2nd July, 1896. [1491]

OCCIDENTAL AND ORIENTAL  
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND SOUTH  
AMERICA, AND EUROPE, VIA THE  
OVERLAND RAILWAYS AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN.

THE attention of passengers is directed to the  
various rates offered by this Line to the  
OVERLAND and to the INTERIOR and  
EASTERN CITIES of the UNITED STATES and  
CANADA and to EUROPE.

HONGKONG TO LONDON \$400.

Excellent accommodation. First class Table,  
DUCHESS and STEWARDSES carried.

HONGKONG TO NEW YORK \$350.

The Railroad travelling is second to none on  
the American Continent. Magnificent Scenery of  
the ROCKY and CASCADE MOUNTAINS.  
The YELLOWSTONE NATIONAL PARK route  
to EUROPE may be procured by one of  
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.

Rates of Passage to other Points on application.  
Special rates allowed to members of Government  
Services.

HONGKONG TO LONDON \$400.

PROPOSED SAILINGS FROM HONGKONG  
(Subject to Alteration).

VICTORIA ... 3/167 Saturday ... July 11.

CYPRUS ... 2/608 Wednesday ... July 25.

BEIRUTH ... 3/601 Sunday ... Aug. 16.

TACOMA ... 2/649 Thursday ... Sept. 3.

VICTORIA ... 3/167 Monday ... Sept. 21.

CYPRUS ... 2/608 Friday ... Oct. 9.

THE Steamship

"VICTORIA,"  
Captain A. Gove, sailing at NOON, on SATURDAY, the 11th July, will proceed to VICTORIA, B.C., and TACOMA, Wash., via SHANGHAI, KOBE, and YOKOHAMA.

Through Bills of Lading issued to Japan, Canada, Coast Points, and to Canadian and American Lines.

General Invoice of Goods for United States Points should be in quadruplicate, and one copy of the bill forwarded by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Passenger's must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

BODWELL, CARLILL &amp; CO., General Agents.

Hongkong, 24th June, 1896. [1492]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL

THE Company's Steamship

"ACHILLES,"  
Captain Harvey, will be despatched as above on MONDAY, the 13th inst.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 1st July, 1896. [1493]

NORDDEUTSCHER LLOYD.

"NOTICE."  
STEAM FOR  
SINGAPORE, COLOMBO, ADEN, SUEZ,  
PORT SAID, NAPLES, GENOA, ANTWERP,  
BELEM, AND HAMBURG.

POINTS IN THE MEDITERRANEAN, BLACK  
SEA, AND BALIKI PORTS;Also, LONDON, NEW YORK, BOSTON, BAL-  
TIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN  
PORTS.THE COMPANY'S STEAMERS WILL CALL AT  
SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.N.B.—CARGO CAN BE TAKEN ON THROUGH  
BILLS OF LADING FOR THE PRINCIPAL  
PLACES IN RUSSIA.PROPOSED SAILINGS FROM HONGKONG  
(Subject to Alteration).

PRUSSIA ... Tuesday ... 21st July.

SACHSEN ... Tuesday ... 28th Aug.

BEIRUTH ... Tuesday ... 15th Sept.

PRUSSIA ... Tuesday ... 1st Oct.

SAO PAULO ... Tuesday ... 8th Oct.

BEIRUTH ... Tuesday ... 25th Oct.

PRUSSIA ... Tuesday ... 2nd Nov.

GIBR, LIVINGSTON &amp; CO., Agents.

Hongkong, 26th June, 1896. [1494]

FOR NEW YORK.

T. F. OAKES.

E. W. ROEL, Master, will load here for the above port and will have quick despatch.

For Freight, etc., apply to

CARLOWITZ &amp; CO., Agents.

Hongkong, 2nd May, 1896. [1495]

## VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE  
AUSTRIAN GOVERNMENT).

STEAM FOR

SINGAPORE, PENANG, COLOMBO,  
HOMBAY, KURKACHEE, ADEN,  
SUEZ, PORT SAID, HENDI-VENICE, FIUME, AND  
TRIESTE.TAKING CARGO AT THROUGH PORTS TO CALCUTTA,  
MADEIRA, PERSIAN GULF, RED SEA, BLACK  
SEA, LEVANTINE, AND AFRICAN PORTS).To NAPOLI, EAST LONDON, PORT ELIZABETH,  
and CAPE TOWN.

THE Company's Steamship

"GIBR,"  
Captain de Grisigny, will be despatched as above  
MONDAY, the 8th inst.

Cargo will not be received on board after  
3 P.M. prior to date of sailing.For further information as to Passage and  
Freight, apply to

GANDER &amp; CO., Agents.

Hongkong, 1st July, 1896. [1496]

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOT POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDEICHERY.

MADRAS, CALCUTTA, DIBROU,

EGYPT, MAESSELS, MEDITER-  
RANEAN AND BLACK SEA.LONDON, HAVRE, BORDEAUX,  
PORTS OF BRAZIL AND RIVER PLATE.

THE Steamship

"LETIMBEO,"  
Captain Böhlke, will be despatched as above  
TO-DAY, the 3rd July, at NOON.

All the Steamers are discharging in Victoria Dock.

For further particulars regarding Freight  
and Passage, apply to

CARLOWITZ &amp; CO., Agents.

Hongkong, 27th June, 1896. [1497]

FOR SINGAPORE, PENANG, AND  
CALCUTTA.

THE Steamship

"CATHERINE APCAR,"  
Captain J. G. Oliffent, will be despatched for the above port TO-MORROW, the 4th July, at 3 P.M.

For Freight or Passage, apply to

DAVID SASOON SONS &amp; CO., Agents.

Hongkong, 30th June, 1896. [1498]

FOR SHANGHAI.

THE Steamship

"NANYANG,"  
Captain F. W. Schulz, will be despatched for the above port TO-MORROW, the 4th inst., at 4 P.M.

For Freight or Passage, apply to

SHEMSEN &amp; CO., Agents.

Hongkong, 1st July, 1896. [1499]

NIPPON YUSEN KAISHA.

FOR SINGAPORE, COLOMBO, AND  
BOMBAY.

THE Steamship

"HIROSHIMA MARU,"  
Captain Ando, will be despatched for the above ports TO-MORROW, the 4th July, at 3 P.M.

For Freight, apply to

NIPPON YUSEN KAISHA.

Hongkong, 2nd July, 1896. [1500]

OCCIDENTAL AND ORIENTAL  
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND SOUTH  
AMERICA, AND EUROPE, VIA THE  
OVERLAND RAILWAYS AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN.

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OVERLAND and to the INTERIOR and  
EASTERN CITIES of the UNITED STATES and  
CANADA and to EUROPE.

HONGKONG TO LONDON \$400.

Excellent accommodation. First class Table,  
DUCHESS and STEWARDSES carried.

HONGKONG TO NEW YORK \$350.

The Railroad travelling is second to none on  
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The YELLOWSTONE NATIONAL PARK route  
to EUROPE may be procured by one of  
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.

Rates of Passage to other Points on application.  
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Services.

HONGKONG TO LONDON \$400.

PROPOSED SAILINGS FROM HONGKONG  
(Subject to Alteration).

VICTORIA ... 3/167 Saturday ... July 11.

CYPRUS ... 2/608 Wednesday ... July 25.

BEIRUTH ... 3/601 Sunday ... Aug. 16.

TACOMA ... 2/649 Thursday ... Sept. 3.

VICTORIA ... 3/167 Monday ... Sept. 21.

CYPRUS ... 2/608 Friday ... Oct. 9.

THE Steamship

"VICTORIA,"  
Captain A. Gove, sailing at NOON, on SATURDAY, the 11th July, will proceed to VICTORIA, B.C., and TACOMA, Wash., via SHANGHAI, KOBE, and YOKOHAMA.

Through Bills of Lading issued to Japan, Canada, and American Lines.

General Invoice of Goods for United States Points should be in quadruplicate, and one copy of the bill forwarded by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Passenger's must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

BODWELL, CARLILL &amp; CO., General Agents.

Hongkong, 24th June, 1896. [1501]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL